

ELENA AND ISTALENA  
WIN THE ASTOR CUPS  
White Winged Yachts Sail Over  
Sound in Spirited Race  
for Trophies.  
IROLITA CLOSE CONTENDER

E. Walter Clark's Schooner Only  
13 Seconds Behind Winner  
After Covering Course  
of 42 Miles.

(By Telegraph to The Tribune.)  
Newport, R. I., Aug. 14.—In one of the closest and best races ever sailed here, Morton F. Plant's Elena won the Astor Cup for schooners to-day, defeating E. Walter Clark's Irolita by the narrow margin of 13 seconds after they had covered a course of forty-two miles, including about seventeen miles of windward work.

The cup for sloops was won by George M. Pynchon's Istalena, which beat E. T. Hall's Winsome by 52 seconds. She defeated the Aurora by 1 minute 11 seconds. This was another hard fought race from start to finish, in which the Istalena was the leader all the way. At one time the Istalena and Winsome "gybed" five times in fifteen minutes.

The schooners and nine sloops started to the race, and aside from the actual winners there were some keen contests between the other sloops. The Avenger, for instance, met her old rival, the Shimmer, and defeated her by 2 minutes 43 seconds. The new Medora met and defeated her class rival, the Dorella II, by 8 minutes 54 seconds.

A better day could scarcely have been chosen for this, the most important race during the cruise of the New York Yacht Club, rendered still more important, some think, this year because an heir to the vast Astor estate was born to-day. Out of a clear sky a twelve-knot breeze blew fairly steady all day, and while there was a small sea on it was not enough to interfere with the racing yachts or to inconvenience the guests on board the many steam yachts that accompanied the contestants in their journey around the triangular course.

This led them past Narragansett Pier, Point Judith and Block Island, thence across to the northeast to the Rhode Island shore at the mouth of the Sakonnet River, thence to the starting point off Old Brenton's Reef Lightship.

The wind was blowing from the south-southwest, with Commodore C. Ledward Blair and a large party of guests on board, including the regatta committee, steamed out to the starting line off Old Brenton's Reef Lightship. As soon as the line was established the code flag "A" was hoisted, signifying that the Block Island course had been chosen. This meant a beat to windward of thirteen and one-half miles for the first leg of the triangular course, a run of eighteen miles for the second leg of six and one-half miles from there to the finish of Brenton's Reef Lightship.

All the sloops were sent away first at 10:40 o'clock. There were nine of them, and they got away in the following order: The Aurora, in the weather berth first, then the Winsome, the Avenger, the Medora, the Istalena, the Dorella II, the Avenger, the Shimmer and the Cara Mia.

Of the five schooners the Irolita was first away in the weather berth, then the Enchantress, the Elena, the Muriel and the Princess. Captain Dennis put the Elena about to port as soon as she cleared the line. The Irolita and the Enchantress followed suit a minute after the Elena, all three standing for the Narragansett shore.

From the start to the first mark, laid a mile east of Block Island buoy, the yachts had a fine thrash to windward of some seventeen miles as they have had all summer, and there were plenty on board the accompanying fleet of steam yachts to watch their progress. J. Pierpont Morgan was there with his seagoing consort, Mrs. Cornelius Vanderbilt had a party of friends out in the North Star. Others were the Walrus, H. A. Chatfield Taylor's Wanderer, Henry Walter's Narama, E. C. Benedict's Onida, Walter W. Bliss's May, the Owers, chartered by Nelson W. Aldrich; Mrs. E. H. Harriman's Sultan, William D. Hoxie's Idalia, Frederick Berg, Jr.'s Coronet, Morton F. Plant's Telesma, Joseph Fletcher's Kajeruna, J. R. Brookhous's Eugenia and N. G. Herreshoff's Hellanthus. These and some others followed the yachts all around the course.

Both sloops and schooners stood in for the Narragansett shore directly after the start. At 11:11 o'clock the Elena, then on the starboard tack, close in to the beach, met the Irolita and forced her about. Three minutes later both tacked inshore, and when they came off again a few minutes later the Elena was leading by a couple of lengths, with the Irolita in her wake and the Medora in the Irolita's wake.

The Istalena, meanwhile, at 11:50 o'clock forced the Aurora about, close inshore, and from there on to Point Judith, where the two and the Winsome had it nip and tuck, tack for tack, in shore and out, with the Istalena gaining with every tack, so that off the point the Istalena was leading, with the Aurora 300 yards dead to leeward of her and the Winsome about a quarter of a mile in the Istalena's wake. The Avenger and the Shimmer were on the port tack, standing inshore, and the Medora well ahead of the Dorella II. Of the schooners the Elena was first, with the Irolita 300 yards off her weather quarter and the Enchantress a quarter of a mile astern of them. The tug Nottingham, with a tow of two barges, obligingly gave way for the Elena at this time.

Soon after passing Point Judith, the Winsome "spit tacks" with the other sloops and stood offshore for a long board on the starboard tack of nearly an hour, while the Aurora took the port tack and worked up the shore to the westward. The Elena and the Irolita by more frequent tacks laid a straighter course for the Block Island mark, and Captain Pynchon, using the same good judgment, stuck as close as possible to the Elena.

As a result the Aurora overtook the mark and was last of her class around it. The Winsome, on the other hand, approaching the mark from the eastward, had gained on the Istalena, so that she was only 20 seconds astern of her.

The times taken at the Block Island mark and the elapsed times follow:

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Istalena	12:49:30	2:00:03
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Aurora	12:52:22	2:16:37
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Dorella	1:19:00	2:58:08
Adventures	1:25:17	3:26:49
Cara Mia	1:28:10	3:38:22

By this it will be seen that the Elena in this beat to windward of about seven miles, counting the tacks, had beaten the Irolita just 3 minutes 58 seconds, while only 42 seconds in actual time separated the Istalena and the Winsome. Balloon flag topsails were smartly broken out and set for this next leg of the course, which was almost dead before the wind. Spinnakers were set to starboard by the two big schooners for about an hour; then they took them in, and gybing to starboard they began "tacking down the wind," hoping to make better time.

By the time they had reached the lee mark off West Island the Irolita had gained so that when they rounded it to begin the last leg of the course she was only 46 seconds astern of the Elena. As she was allowed 2 minutes 17 seconds by the Elena it looked at the time with the finish only six and one-half miles away, that the Irolita could not lose. The Istalena and the Winsome, as they approached the West Island mark, gybed five times in fifteen minutes in an effort to gain on each other.

From here to the finish it was close-hauled work on the port tack and they all made fast time. The Elena covered the six and one-half miles in 37 minutes 38 seconds; the Irolita did it in 38 minutes 21 seconds; the Istalena in 44 minutes 54 seconds; and the Winsome in 45 minutes 17 seconds.

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